COPY OF A COMMUNICATION

From the Directors General of INLAND NAVIGATION in Ireland, to the Right Honourable *Robert Peel*, dated 10th March 1818; enclosing a Survey and Section for a Line of Canal from *Lough Allen* to the River *Shannon*, below Battle Bridge, by which a Navigation will be opened from the Sea to Lough Allen; with a Copy of a detailed Estimate of the Expense thereof.

Ordered, by The House of Commons, *to be Printed*, 6 *May* 1818.

THE RIGHT HONOURABLE ROBERT PEEL, &c. &c. &c.

THE Directors General of Inland Navigation present their compliments to Mr. Peel; they beg leave to send him a Survey and Sections, which they have this day received from Mr. Killaly their Engineer, for a line of canal which he has laid out by their orders, from Lough Allen to the River Shannon, below Battle Bridge, by which (and an improvement of the pass at Port,) a navigation will be opened from the sea to Lough Allen. These Documents are accompanied by a copy of Mr. Killaly's Report, and of his detailed Estimate, which amounts to the sum of twenty thousand six hundred and twenty-three pounds.

Mr. Peel will observe, upon reference to the Section, that in the first half-mile from Lough Allen, a very considerable depth of sinking must be encountered, by which the expense is raised beyond what the Board had expected; and they have pleasure in remarking, that no matter of difficulty appears in the course of the line, by which its execution, if determined upon, is likely to be retarded.

Navigation Office,
10th March 1818.

Tullamore, March 7th, 1818.

Sir,

PURSUANT to the Board's Order of the 7th ultimo, I carefully explored the country on the east side of the Shannon, between Lough Allen, Carrick, and Jamestown, and feel much pleasure in stating, that I have discovered a favourable line for a canal, nearly 3 ½ miles in length, from the surface lake or inlet of Lough Allen, to the deep water below Battle Bridge, whereby the Arigna River, and the Falls of Ballintrave, Drumheriff, Drumhuylan, and Battle Bridge, will be avoided.

The line I propose departs from the lake 80 perches west of the village of Drumshambo, crosses a high ridge of ground in the lands of Blackrock and Munanure, descends from thence into Acres Lough, and follows the stream issuing therefrom, till it crosses the high road to Leitrim; it then takes a south-westerly direction, running in the hollow between Drumhaver and Diffeer, and along the bottoms of Curneroy and Drimleague, at the southern extremity of which I place the first descending lock. The line continues in the vale of the Shannon from thence, till it enters that river with another descending lock, 40 perches below Battle Bridge, from which point to the bridge of Carrick, no rapid intervenes, and the only shallow of moment in that space is opposite to the house of Port, which may be avoided by an inland cut of 20 perches in length, passing chiefly through soft soil.

In addition to the numerous benefits hitherto expected from perfecting the navigation to Lough Allen, I reckon on an increase of revenue, and a material improvement in the morals of the people, by the stoppage of illicit distillation, which I should hope would take place when ready markets are opened for the produce of the soil.

The recent junction of the Royal Canal with the Shannon near Tarmonbury affords a strong incentive for hastening the works herein suggested, and will tend to promote the culture of wheat and other grain, in districts hitherto confined to the growth of oats and potatoes; besides, the execution of the proposed canal would produce much local advantage to that part of the country, by affording excellent sites for flour-mills, the inhabitants being at present supplied with flour brought by land-carriage from places 20 to 30 miles distant.

The

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The Map and Section which I have the honour to lay before the Board, is accompanied hy an Estimate, amounting to 20,623*l.*, wherein I have calculated for a canal of 13 feet wide at bottom, with four feet depth of water in the driest season. The locks to be 14 feet 3 inches in width, and 80 feet long within the gates; bridges with stop-gate, cills and grooves, but no trackways.

I send a sample of coal and ironstone that I procured from near Lough Allen, and have the honour to be,

Sir,

Your very obedient servant,

(Signed) *John Killaly.*

ESTIMATE FOR MAKING A CANAL From the Furnace Lake, an Inlet of Lough Allen, to the River Shannon, helow Battle Bridge.

	——	Sinking, or Embanking.	Rate per Perch.	Amount.
	Ps.	Ft. In.	£. s.	£.
Deep-sinking in lands of Blackrock, &c. through clay, gravel, rock and moor	160.	18. 0.	28. 0.	4,480
Sinking in Drumbegair, through moory clay and gravel	70.	8. 0.	4. 0.	280
Ditto - in Drumhaver; clay, gravel and rocks	110.	8. 0.	5. 0.	550
Ditto - in - ditto - ditto, and firm bog	58.	16. 0.	14. 0.	812
Ditto - in Curneray - ditto - ditto	172.	9. 0.	5. 0.	860
Ditto - in Drimleague to 1st lock, clay, gravel and rocks	220.	6. 0.	3. 10.	770
Ditto - in Drimeglm and Drimhearnay - ditto	164.	5. 0.	2. 10.	410
Ditto - in Drimhearney, to 2d lock - - ditto	76.	10. 0.	6. 0.	456
Ditto - in - ditto - to river Shannon - ditto	10.	10. 0.	7. 4.	72
Forming and gravelling trackways, including allowance for benching in deep-sinking	1,100.	- - -	3. 0.	165
Sinking foundations of locks, hridges, &c. inclnding allowance for keeping out water on Upper Level	- - -	- - -	- - -	300
Making houndaries, including allowance for extra sinking in parts to serve as watercourses	2,240.	- - -	2. 9.	308
Backing and puddling locks, bridges, &c.	- - -	- - -	- - -	250
Total Earthwork - - - £.				9,713

MASONRY.

One single lock, with accommodation bridge on tail; including lock-house, lock-gates, and machinery; allowing extra height for floods	2,900
One single lock, and lock house, with lock-gates, machinery, &c.; allowing for extra height and length of tail-walls	2,500
Tbree public road hridges, without trackways; allowing extra beight on two of them for floods £. 420.	1,260
One Eight-foot tunnel	360
Stop-gates, pumps, machinery, &c. say	200
Total Masonry, including purchase of quarries - - - £.	7,220
Purchase of 45 acres of land and bog, also of houses that must he taken down - say £.	1,000

ABSTRACT - - -

	£.
Earthwork	9,713
Masonry	7,220
Land	1,000
	17,933
Incidents and superintendence, say 15 per cent.	2,690
TOTAL - - £.	20,623

(Signed) *John Killaly,*
March 7, 1818.

Irish Office, London, 4th May 1818.

True Copies,
C. W. Flint.

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